

GERMAN AGENTS FEAR SHIPMENT OF SUBMARINES

Tell Bryan Two Are To
Be Sent to Canada for
British.

SCHWAB FIRM AMONG SEVERAL MENTIONED

Secretary of State Believes the
Bethlehem Company Will
Stick to Promise.

(From The Tribune Bureau.)
Washington, Feb. 20.—German secret agents in the United States have reported to the German Embassy at Washington that they have information to prove that within a fortnight the submarines now being constructed in American shipyards will be covered by the British navy. With this information as a basis the German and Austro-Hungarian embassies to-day conveyed to the State Department a memorandum setting forth their suspicions and calling the attention of Secretary Bryan to the fact that to permit the exportation of these vessels assembled or in parts would be regarded by both imperial governments as an unneutral act. The German Embassy gave out the following statement on the subject:

"The plants of Bethlehem and the Union Iron Works at San Francisco are, according to reliable information, sending the component parts of submarines ordered by the British government to Canada. Submarines for England are also built at Boston and Seattle."

"The attention of the United States Department of State has been drawn to these facts by the German and Austro-Hungarian embassies as being in contradiction with the laws of neutrality."

The German government cites as an example of the intentions of the American shipbuilders the fact that shortly after the outbreak of the present war two submarines constructed in an American yard were delivered to the Chilean government, which had contracted for them many months before. These submarines were delivered to the Chilean government, which immediately after their delivery started a rumor that the vessels were unsatisfactory, and immediately they were sent to Canada. Canada purchased them from the Chilean government, and from that day forward the Chileans have been under suspicion from the Germans for having dealt with Great Britain in an unneutral and unfair manner.

At the Navy Department to-day Secretary Daniels said that there were no submarines constructed at the Fore River Shipbuilding Company's plant at Quincy, Mass., ten submarines for a foreign government which fact had been reported to him from his own sources employed in that yard. From a similar source Mr. Daniels has been informed that there are ten ships being constructed at the Union Iron Works at San Francisco. He said he did not know that submarines for foreign navies were being built at either Seattle or Boston. It was said that the submarines being built at Quincy and San Francisco had been contracted for by Great Britain before the outbreak of hostilities and could not be delivered until the war was over. The inspectors had reported that none of these boats could be completed for several months and that none of their component parts have been shipped by the builders.

So far the officials here know, no breach of the agreement between Charles M. Schwab, president of the Bethlehem Steel Company, and the government is contemplated, but it was made evident that the understanding of opinion secured by the Steel Company affirming its rights to ship parts of war vessels to belligerents, the government will not permit this to be done without appealing to the Supreme Court if the courts are invoked by the shipbuilders.

At the State Department Secretary Bryan was not clear as to the German warning. He said that some months ago he had come to an understanding with Mr. Schwab to the effect that no submarines or parts thereof would be delivered to belligerent governments during the period of the war. He was of the opinion that Mr. Schwab's company would adhere to the understanding, and seemed disposed to think that the German alarm was premature and illfounded.

It is regarded as probable that in view of the representations from Germany, a reassuring answer will be sent to Ambassador von Bernstorff on the subject, and the special agents of the Department of Justice will be called upon to take a careful survey of American shipyards with a view to ascertaining the United States government that no infraction of the neutrality law is in contemplation at any of them.

South Bethlehem, Penn., Feb. 20.—None of the officials of the Bethlehem Steel Company would say anything to-day in regard to the complaints made by the German and Austro-Hungarian governments that the steel company is participating in the building of sections of submarines for shipment to England. At the company has large contracts for guns and gun carriages for European countries the entire plant is closely guarded, and silence as to the concern's business is the rule among all its officials. The only person authorized to speak for the Bethlehem Steel Company, they said, is its president, Charles M. Schwab, who is in New York.

Quincy, Mass., Feb. 20.—It was stated at the offices of the Fore River Shipbuilding Company to-day that there was nothing to be said regarding the complaint of Germany and Austria-Hungary that parts of submarines were being made in New England for Great Britain.

It had been understood locally that ten submarines were under construction here for a foreign government, but that no attempt would be made to deliver them until after the close of the war.

The matter was investigated by government officials in November, at which time President J. R. Powell admitted that contracts had been received, but explained that the company had decided not to fill them. In January, however, it was unofficially stated that the contracts were being carried out, with the understanding that the boats would remain in the yard until the close of the war. It is known that no shipments of completed submarines have been made from here since hostilities began.

San Francisco, Feb. 20.—Officers of the Union Iron Works here admitted some time ago that work on the hulls of eight submarines was being done

here in fulfillment of a sub-contract placed by Charles M. Schwab. When Mr. Schwab announced that he had cancelled his contract, in compliance with President Wilson's definition of neutrality, it was understood that work also had been stopped here.

Seattle, Wash., Feb. 20.—After reading Ambassador von Bernstorff's complaint that submarines were being built in Seattle for Great Britain J. V. Patterson, president of the Seattle Construction and Drydock Company, which has built many submarines, said: "We are not building any submarines or parts of submarines for any country at present. Under the law we have the right to build submarines here, take them to pieces and ship them anywhere, but our plant is now entirely idle so far as submarines are concerned."

MUSES INSPIRE A PERFUME

D'Annunzio Takes Time from
Poem to Concoct New Scent.

(By Cable to The Tribune.)
Paris, Feb. 20.—Gabriele D'Annunzio, when not engaged on his heroic and tragic poem, to be descriptive of the war, shuts himself up in his newly established laboratory, and, with alchemies and philters of the alchemist, has concocted a perfume that he hopes may replace Eau de Cologne. It is called Aqua Nuncia. It mingles the aromas of citronella, amber and mignonette.

The author of "La Pisanella" has already given a sample of Aqua Nuncia to several friends of the Paris theatrical world, who, with feminine coquettishness, pronounce the newly discovered perfume delicious.

GIRL DEFIES TIDE; RESCUES MOTHER

Battle with Struggling
Woman in Icy Delaware
Thrills River Men.

(By Telegram to The Tribune.)
Philadelphia, Feb. 20.—Neither the struggles of a drowning woman nor the tide of the icy Delaware River prevailed against a fifteen-year-old girl in a daring rescue off Thurlow, near Chester, to-day.

The little heroine was Helen Larson, daughter of Captain Alfred Larson, of the lighter Clearfield, and it was her own mother that her pluck saved from death. Rivermen and others who saw the exploit were thrilled and a movement has already started among them to acquaint the Carnegie Hero Commission of it.

The Clearfield was on her way up the river with the tug Evening Star and another lighter moored close alongside when Mrs. Larson, who is not a swimmer, fell overboard.

Helen cried to her mother to try to keep up until she reached her and dived over the side of the vessel. When she came up her mother had again sunk, but the girl struck out for the place where she had last seen her and managed to reach the side of the drowning woman, but by that time the swift tide had carried both fully fifty feet from the little group of river craft.

To swim back was a hard task under the best conditions, and with the racing tide, the chilly water and the struggling woman in her arms Helen almost paid for her bravery with her own life. First her mother, with the half-consciousness of a drowning person, tried to grab her daughter around the body, but fortunately Mrs. Larson lost consciousness and that made it easier for the girl to swim with her. Finally she reached the lighter's side, and both were pulled to safety.

Helen has twice been saved from the water herself. When she was four years old, while her father's vessel was lying in Newtown Creek, Long Island City, she fell overboard and was saved by her mother, and when she was ten years old she fell overboard again in the same creek, but this time she managed to swim back to the craft herself.

PERISHES IN FIRE TO SAVE OTHERS

Lawyer Suffocates as He Turns
Back in Flight to Rescue
Tenants in Building.

(By Telegram to The Tribune.)
Philadelphia, Feb. 20.—Louis Silverman, a lawyer, with offices in the Commonwealth Trust Building here, sacrificed his life to-day to save other occupants of his burning home, 708 Pine Street. His burnt body was found in a third story room after those he had aroused had escaped or been rescued by firemen. Miss Pauline Cohen, Silverman's fiancée, endeavored to throw herself out of a third story window when she heard of his death.

Tongues of flame were working through one flight of stairs leading from the third floor when Silverman awoke. He ran to the head of the stairway, and then turned back to awaken the other occupants of the house.

Dr. Nathan Blumberg, the owner of the building, heard Silverman's shout and aroused his wife. They carried their baby to a third floor window. The child was wrapped in blankets and dropped from a window. Jacob Bertram, who also had a room on the third floor, joined Dr. and Mrs. Blumberg, but as the flames approached the front of the house he decided not to wait, and risked the jump to the sidewalk. He was picked up unconscious and taken to a hospital.

Silverman is believed to have been overcome by smoke while spreading the alarm through the building.

SUES BECAUSE HER HAND WAS KISSED

And the Left One at That—
Stenographer Includes Defen-
dant's Employers in Action.

(By Telegram to The Tribune.)
Atlanta, Ga., Feb. 20.—Asserting that "great mental suffering and shock" had been caused to her, Miss Genevieve Lehne, a young stenographer, has entered suit against J. D. Patterson, superintendent of the Atlanta Joint Terminals, and his employers—the Louisville & Nashville, the Atlantic Coast Line and the Atlanta and West Coast Line and the Atlanta and West Coast railways—alleging that Patterson, "forcibly and against her will," kissed her on the left hand.

Miss Lehne says that, while she was engaged in her duties, Patterson "unlawfully, negligently, maliciously, willfully and without cause and against her will" kissed her left hand, after which "he did jerk her with great force and ordered her not to look so frightened."

Patterson was formerly superintendent of the Panama Railroad.

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